

Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 48 No. 9

September 1997

Big Timber Airport Rededication

The Big Timber Airport rededication committee, chaired by Bill Ferguson, organized a day filled with activities for sun seekers and aviation enthusiasts. The airport reconstruction project improved and lengthened the runway, improved and enlarged the ramp and has the runway access easier.

The project was completed with federal grant funds, an Aeronautics Division loan and grant and local funds.

About 25 airplanes were on hand for an estimated 250 people to view and see in action. DeaCare had its King Air turbo prop on display. There was also Bob Marshall's antique Vultee BT-13. Unplanned events included the departure of the TwinStar helicopter used for filming part of "The Horse Whisperer" and the arrival of a turbo Commander.

Nine planes participated in the flour bombing and spot landing contests.

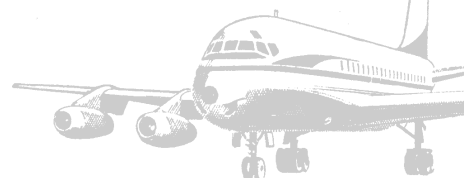
The Big Timber Airport Board honored two long-time contributors to aviation in the area. Stan Todd, chairman of the airport board, and Roger Engle, vice chairman, presented Bill Ferguson with a plaque in appreciation for 25 years as airport manager. They also presented an award to Sam Langhus in appreciation of his 40 years on the airport board.

Local organizations assisted the event with food concessions. Sixty-five people took advantage of the five cent per pound price to view Big Timber from the air.



Pictured from left to right: Stan Todd, Roger Engle, Russ Ferguson, Bill Ferguson, Erma Ferguson, Justin Ferguson and Doug Ferguson. Bill was honored for his dedication to the Big Timber Airport. Bill and Erma's three sons are all active pilots and fixed base operators.

Many dedicated volunteers made the day a success. Congratulations to all those hard workers and to those who supported the event!



Administrator's Column

Canadian Customs: Changes in Canadian customs clearing procedures are now in effect when flying a general aviation aircraft into Canada. Although CANPASS has been in effect for some time it is not well understood. It is no longer required to have Canadian Customs notified as part of filing your U.S. flight plan into Canada. The Canadian Customs no longer accepts this. The correct procedure is to call Canadian Customs at 1-888-CANPASS and advise the agent of your intentions. The agent will ask you for the information they require including your estimated time of arrival; you must still land at a designated airport of entry; upon landing you must again call Canadian Customs at 1-888-CANPASS and advise them of your arrival; the Agent will give you a permit number which you are supposed to post on an inside window and that is all there is to it. The Canadian Customs do however have the option to have an Agent meet you upon landing if they should for some reason feel the need to do so. There is also a second option available to you and that is to obtain an annual CANPASS Permit which costs \$25. The only difference is that with this permit you only have to call Canadian Customs prior to departure from the U.S. If you have any questions or wish to obtain application forms for a CANPASS permit you can call 1-888-CANPASS.



New FAA Administrator: After nearly eight months delay in selecting a replacement for FAA Administrator David Hinson who resigned in November 1996, Jane Garvey has been confirmed and sworn in for a five-year term as the new Administrator of the Federal Aviation Administration. Jane Garvey has been the Deputy Administrator of the Federal Highway Administration under Rodney Slater who is now the new Secretary of Transportation, so she will still have the same boss. Although there was considerable reservations about Garvey's lack of aviation experience, which is limited to serving two years as director of the

Boston's Logan Airport, the Senate and most of the aviation industry acknowledged her management skills and cautiously supported her nomination. Garvey replaced Barry Valentine who has been the Acting Administrator and has now agreed to serve as Deputy Administrator until nominee George Donohue is confirmed and sworn into office. Donohue is a new private pilot and has been the FAA Associate Administrator for Research and Acquisitions for three years, so he does have some aviation and management experience. Aircraft Owners and Pilots Association (AOPA) President Phil Boyer stated that "It seems inconceivable that, in this vast country, the President couldn't find an experienced manager who has the ability to innovate and motivate—positive traits attributed to Jane Garvey—and who is also a pilot or has more than Garvey's's limited aviation experience." Boyer further stated "we would have preferred both a strong manager and someone with more aviation experience. But if Congress determines that the qualifications of the Garvey and Donohue team outweigh our reservations and confirms the pair, we would expect that they will listen carefully to the cost and regulatory concerns of general aviation owners and pilots represented by AOPA."



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Attention Fixed-base Operators



A conference on the future of FBO's in America

Aviation experts predict the number of FBOs in the United States will continue to decline from an estimated 10,000 in the 1980s to approximately 4,000 in the 1990s to less than 2,000 by the turn of the century. If the forecast holds true, what will be the impact on our nation's transportation systems?

This conference will focus on the future of FBOs in the United States and will include the participation of national political leaders as well as leaders from state and federal transportation agencies.

The goal of the conference is to:

- focus national attention on the survivability of FBO's in the U.S.
- discuss FBO's in the broader context of air transportation and its implications
- target issues that address legislative initiatives that impact general aviation and FBO's.

The conference is scheduled for November 12, 1997, from 9 am to noon (CST) and is being organized by The Upper Plains Transportation Institute of the North Dakota State University. The conference will be held over the TEL-8 satellite system and will include links between Colorado, South Dakota, Utah, Wyoming, Montana, North Dakota and Washington, DC. The site for Montana will be the Department of Transportation Building in Helena.

For further information you may contact the Conference Facilitator, Riaz Aziz, in Fargo, ND at 701/231-8058 or Email: aziz@plains.nodak.edu or call Debbie Alke at the Aeronautics Division.

Calendar

September 5-7—Montana Pilots Association Fall Fly-in, Laurel. Call Jim Roberts at 656-0741.

September 7-14—Reno Air Races, Reno, NV.

September 10-11—Western International Search and Rescue Advisory Committee (WISARAC) Annual Meeting, Kalispell.

September 12-14—Mountain Search Pilot Clinic, Kalispell.

September 13—Aertronics Annual Open House, Billings.

October 8—Pilot Operations at Non-towered Airports, 7-9 pm, Outlaw Inn, Kalispell.

October 16-17—FAA and Fall MAMA Meeting, Airport Terminal Building, Bozeman.

November 12—Fixed-Base Operator Conference. Tel-8 Satellite Site, DOT Building, Helena.

February 13-14—Flight Instructor Refresher Clinic, Aladdin Motor Inn, Helena.

February 26-28—Montana Aviation Conference, Holiday Inn, Billings.



Stealth Fighter Pilot Visits Aeronautics Division

Major Juan Guad recently visited Helena Regional Airport piloting an F-117 Stealth Fighter. Major Guad's Stealth was one of the many aircraft on static display at Helena Airport. Major Guad is part of an elite group of 50 or so pilots who command these now well known Stealth Fighters. Major Guad's Black Sheep Squadron is based at Holloman Air Force Base in New Mexico.

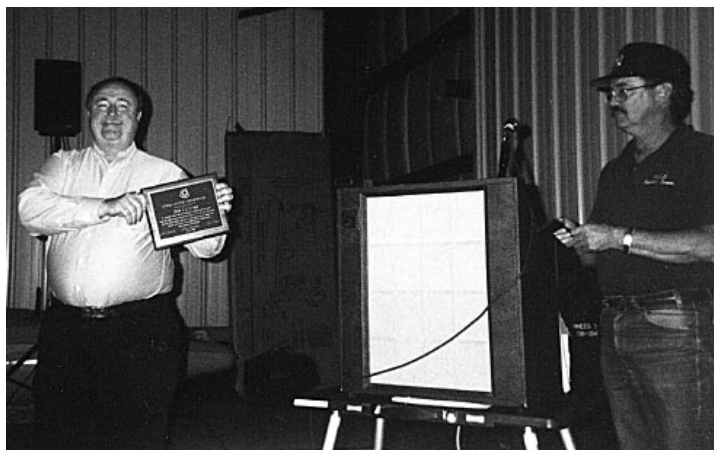
While held over in Helena for a few days, Major Guad stopped by Montana Aeronautics and visited with staff members. His interest extends beyond military aviation to general aviation. Major Guad, pictured with Clayton Wilhelm of Montana Aeronautics Division, got a demonstration flight from Clayton in Brenda Spivey's 1946 Ercoupe. Major Gaud was so impressed with the Coupe that he planned to follow through with his idea to purchase an Ercoupe for "just kicking around." We are sure he won't be doing barrel rolls!



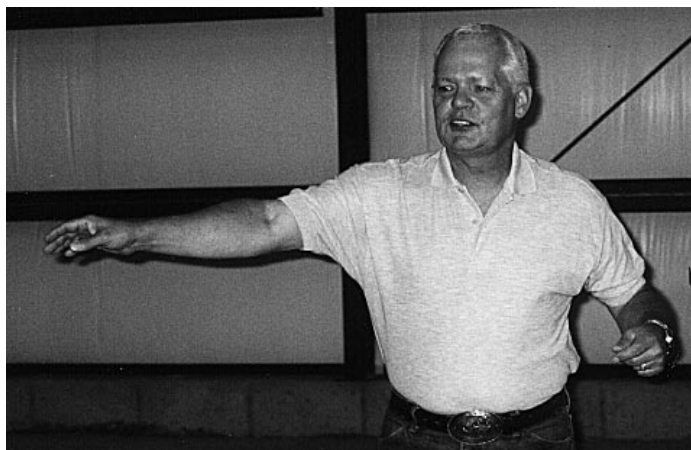
Family Fly-in and Safety Conference

The Northwest Mountain Family Fly-In and Aviation Safety Conference was held in Driggs, Idaho, on July 25-27. The fly-in was held against the beautiful backdrop of the Teton Mountains. This year's fly-in attendance was down, but the western region of the Federal Aviation Administration did a super job hosting the event with a bit of help from the city of Driggs, Idaho, Montana Aeronautics and many others. Our thanks go out to all the folks that worked so hard to make this event happen.

Rumor has it that next year's Family Fly-In will be in Kalispell, MT. We hope to see you there.



Bob Cathers of the AOPA Air Safety Foundation proudly displays the plaque he received from Jim Cooney, Helena FSDO FAA, for his continued support of the family fly-in safety programs.



Dr. Jerry Cockrell has the audience captivated with his informative seminar "Pilot Judgment and Decision Making."

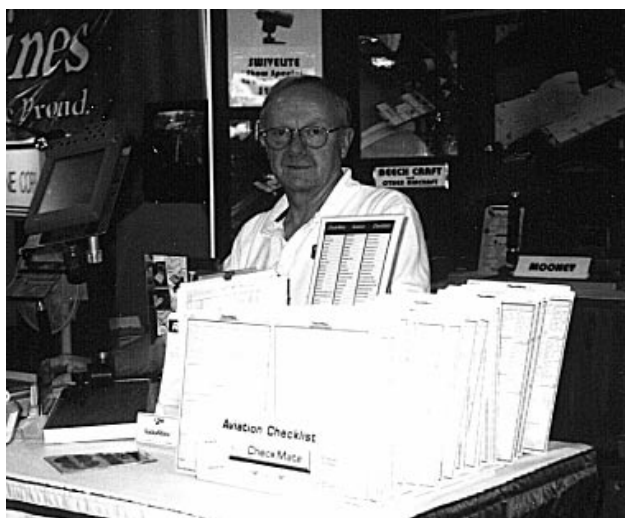


Jeanne Lesnik takes a moment to visit with guest speaker Scott Crossfield.



Frank Lester (Idaho Aeronautics), Jeanne Lesnik (Montana Aeronautics) and Art Daniels of Fishtail, MT, present Density Altitude Problems and Solutions.

Montanans Display at Oshkosh



Montana was represented well with three Montana companies exhibiting at EAA Oshkosh '97. Pictured clockwise are: Jim Fleming of Flight Products International of Kalispell; Steve Vold, Ruby Elshire and Martin Elshire of Aerotronics, Inc. of Billings and Missoula; and Jeff Pietz and Bud Clark of Air- Ryder of Helena. The event, held at Oshkosh's Wittman Regional Airport, drew an estimated 840,000 people during its seven-day run, July 30–August 5. The total is the second-highest ever, surpassed only by the estimated 850,000 people who attended the 1994 convention. More than 11,000 airplanes flew to the Oshkosh area for the event, including 2,648 showplanes. Montana is fortunate to have such excellent representation at this premier international event.

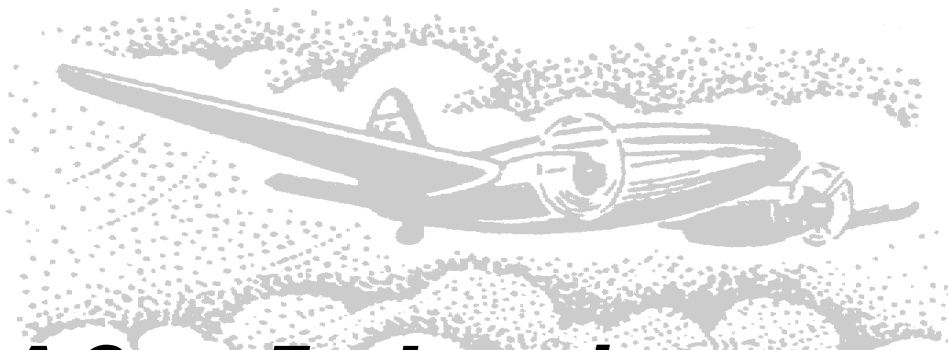
Chris Goes to Oshkosh

Chris Greil of Bonner was the winner of this year's Montana Aeronautics Division Aviation Awareness Poster Contest. The contest is held each year with the winner of the senior division awarded an all expense paid trip to attend the EAA Air Academy, a two-week long program held in conjunction with the EAA Oshkosh Fly-in. Tuition for the academy is collected through donations at the Montana Aviation Conference each year and subsidized by the Division. Northwest Airlines continues to provide round-trip transportation to Wisconsin for the winner.

Chris, an exceptional representative of Montana, was asked to stay in Oshkosh for three days following the academy and assist EAA staff with the fly-in. Chris is pictured with Julie Cameron an instructor at the air academy.

Congratulations again to Chris! And a huge thank you to those aviation conference attendees who support this excellent program, and to Northwest Airlines!





A Case For Learning

The Montana Aeronautics Division's last full-scale search was certainly another learning experience for all involved.

On August 27, 1997 at 8:35 pm, Montana Aeronautics was called by Great Falls Flight Service about an overdue aircraft. The details that led to the search are as follows:

Two aircraft departed Gardiner, Montana, at 5:20 pm. One aircraft a PA-18 had just been purchased and was to be flown to Arco, Idaho. The pilot, from Ontario, Oregon, flew to Gardiner as a passenger in a Cessna 180. He picked up the PA-18 and was to fly as a flight of "two," with the Cessna 180 to Arco, Idaho. The pilot of the PA-18 was equipped with a hand-held GPS and a hand-held radio. He did not have any sectionals or aeronautical charts. The Cessna 180 was to refuel in West Yellowstone. The PA-18 had four hours of fuel, enough to get to Arco, Idaho. The weather was good: no thunderstorms, with good visibility. The last contact the Cessna 180 had with the PA-18 was at 5:30 pm, two miles southeast of Mammoth Hot Springs in Yellowstone Park. The Cessna 180 slowed down and circled back to the PA-18's last known position. With no sighting of the PA-18 the Cessna 180 pilot proceeded to West Yellowstone and called Gardiner airport thinking the pilot of the PA-18 had some trouble and returned to Gardiner, but he was not located there. After one half hour the Cessna 180 departed West Yellowstone for Arco, Idaho. The PA-18 never made it to Arco and the search was initiated.

The lesson to be learned is: fly with current charts, know where you are, do not rely solely on GPS, and confess as soon as possible that you are lost.

Thank you to our search pilots and observers.

Wyoming, Idaho and Montana Flight Service Stations conducted airport searches that evening. Yellowstone National Park and county sheriffs were notified. There was no ELT satellite hit and no flight plan had been filed. Search pilots were contacted during the night and a route search and grid search were planned for the next morning.

Four aircraft were launched from Montana, two aircraft from Wyoming and one aircraft out of Idaho. The park committed its helicopter to launch to the last known position of the PA-18.

At 9 am Langley Air Force Rescue Coordination Center called and reported that the PA-18 was safely on the ground at the Flying B back country mountain air strip on the Middle Fork of the Salmon River in Idaho. There was no telephone at the airport. The pilot contacted a ham radio operator some time after 8 am on Thursday, August 28. Through the ham operator, Arco Airport was notified as to the pilots whereabouts. The pilot and plane were unharmed. Apparently the pilot became lost shortly after departure from Gardiner and continued on until darkness when a lack of fuel forced a landing.

East Poplar Border Strip Receives Unicom

The Montana Aeronautics Division has installed, for the convenience of the flying public, an air to ground Unicom radio in the East Poplar Border crossing station. **The CTAF frequency has been changed to reflect this: from 122.90, to the standard Unicom frequency of 122.80.** This radio has been installed to assist the United States Custom agents in clearing any and all airplanes in advance of their arrival to the border strip. Skip Kretchman, United States Port Director for the East Poplar Airport, was very receptive to the idea of the installation of this radio.

Skip is also a pilot and very interested in aviation and will use the radio to relay any known runway conditions and wind information. So if you are in the neighborhood, please give Skip a call on **122.80**. I'm sure you will get a friendly reply.

Who Me?

The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.

Now who can this be,
He ought to be hung,
Still he must be my friend,
Cause my number he rung.

Hello, Who is it?
I was sleeping my friend,
The FAA's calling,
Quite a pickle you're in.

Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?

Well, its now after three,
And no word we've received,
We've been searching for you,
But now we're relieved.

So, we've a favor to ask
(But he already knows it).

Next time you file one,
Please mister, "CLOSE IT"!!!

1997 West Yellowstone Fly-In

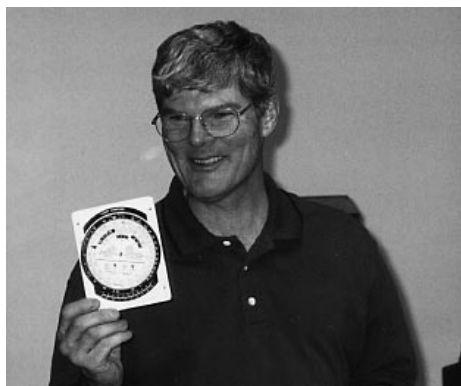
By: James R. Greil, Airport/Airways Bureau

The annual Fall Labor Day Fly-In was held August 30 and 31st at the airport in West Yellowstone. As usual, the weekend was filled with fun, food and prizes. Aircraft turnout was estimated to be just about as good as its ever been, and participation in our annual density altitude clinic was also a success.

Due to a scheduling conflict this year, Jeanne Lesnik of our Safety and Education Bureau could not attend or teach the density altitude clinic. A phone call was made, and Frank Lester of the Idaho Aeronautics Division filled in on short notice. We offer our many thanks to Frank for an outstanding performance to a crowd of around 30 intent listeners. The density altitude clinic offers participants a chance to learn from Frank and others exactly how to interpret their POH data and find the correct takeoff and landing distances of their aircraft.

Once the clinic is finished, participants have the unique opportunity to test their newly acquired skill at a density altitude flying with a competition held immediately afterwards. Theodolite experts Mike Ferguson, Will Mavis and Glenn Kenney judged five flyers using a device which shows how accurately their take-off predictions were. Prizes were awarded for the three places and consolation prizes were given to the remaining two. The winners of this year's fly off were:

- 1st Place** Bob Hollister of Forsyth with only a 76' computation error.
- 2nd Place** Lee Borchers of Independence, Oregon, with an 80' error.
- 3rd Place** Dick Van Dyke of McMinnville, Oregon with an error of 115'.



Frank Lester of Idaho Aeronautics presents the density altitude clinic.



Bob Hollister is congratulated by Jim Greil of the Aeronautics Division for his first place finish in the density altitude flyoff. Below, folks take in some sun and relax on the terminal lawn.



Saturday night after the flying competitions, Doris's Cantina, a Mexican restaurant located in the West Yellowstone Airport terminal, provided the fly-in guests with an extraordinary menu of fine south of the border dining. Many thanks to Doug and Doris for their help. After dinner, it was time for the awarding of the door prizes. Prizes were given for oldest pilot, youngest pilot, most miles traveled to the fly-in,

newest aircraft, oldest aircraft, most hours since TBO, most hours to TBO, and a good amount of prizes were given to just those lucky winners holding the right number. Prizes awarded were provided by Yellowstone Airport, Yellowstone Fuel and Avis. Overall, the Fly-In was not only a success, but just a lot of fun. Be sure to mark your calendar and attend the next Labor Day Yellowstone Fly-In.

Congratulations!

The national Top Flight Leaders of the EAA Young Eagles were announced by the Experimental Aircraft Association in Oshkosh, Wisconsin. Montana made a very impressive showing with Mike Ferguson and Jeanne Lesnik in the fourth and fifth positions.

The EAA Young Eagle Program is designed to introduce young people to the world of aviation by providing an introductory flight and registering these youngsters as Young Eagles with EAA in Oshkosh. More than 14,000 pilots have volunteered their time and airplanes.

Montana Aeronautics continues to be a leader in aviation career awareness programs and is recognized throughout the country as such.

Congratulations to Mike and Jeanne!

Young Eagles Top Flight Leaders Flights as of 7/28/97	
Thomas Snouwaert Gladstone, MI	1287
Robert Swanson Fort Washington, MD	1246
Steven Applebaum Berwyn, IL	1148
Michael Ferguson Helena, MT	894
Jeanne Lesnick Helena, MT	781
Deborah Baugh Old Hickory, TN	680
William Ammentorp Oshkosh, WI	560

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Old address: _____

New phone number: _____



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